

RAILROADS.

& California

To Take Effect Sunday, Dec. 7th, 1873, at
3 A. M.

DAILY TRAINS WILL RUN BETWEEN
PORTLAND AND ROSEBURG

As follows: LEAVE ARRIVE

Portland..... 7.30 A. M. | Roseburg..... 5.30 P. M.
Roseburg..... 5.35 A. M. | Portland..... 4.15 P. M.

ALBANY EXPRESS TRAIN.

DAILY, (EXCEPT SUNDAYS)
As follows: LEAVE ARRIVE

Portland..... 5.40 P. M. | Albany..... 8.25 P. M.
Albany..... 5.30 A. M. | Portland..... 1.00 P. M.

Freight Trains will run between
PORTLAND AND JUNCTION

(DAILY EXCEPT SUNDAYS)
As follows:

LEAVE.	ARRIVE.
Portland 6:16 A. M.	Junction 6:30 P. M.
Junction 6:45 A. M.	Portland 6:11 P. M.

The Oregon and California Railroad Ferry makes connection with All Regular Trains.

Close connections are made at ROSENBERG with the Stages of the Oregon and California Stage Company.

COR. F and Front Sts., at Very Landing.

PORTLAND.

Storage will be charged on freight remaining in Warehouse over 24 hours.

Freight will not be received for shipment after 6 o'clock P. M.

J. BRANDT, Jr., Gen'l Supt.

E. P. ROGERS,
Gen'l Freight and Passenger Agent.

The Oregon Central R. R. Co.,
PORTLAND TO ST. JOSEPH
WILL ON AND AFTER MONDAY, SEPT. 13,
 1875 and until further notice, run a **PERIODIC**
 AND **PASSENGER TRAIN** from
PORTLAND TO ST. JOSEPH
 Connecting at Cornelius with Stages for Forest
 Grove, at St. Joseph for Mills, South and West-
 Lakeside, McNamara and Corvallis.
 Independence, Bismark and Corvallis.
LEAVE. ARRIVE.
 Portland. 7:30 A. M. St. Joseph. 11:45 A. M.
 St. Joseph. 7:30 P. M. Portland. 11:45 P. M.
 Passengers received at Fourth street siding on
 giving signal to the train, but are not allowed to
 get on or off the train at any other point on the
 line.
 Passengers getting on the train at Ticket Stations

Without notice will be charged twenty five cents per day.
Sunday Excursion Tickets (Monday and May, 1874.
Freight received at the Portland Warehouse and Dock Company's Wharf, and will not be received for shipment after 4 P. M.
H. THURSTEN, General Sup't.
Dec. 15, 1873.

Northern Pacific Railroad.
PACIFIC DIVISION.

Now COMPLETE from
COLUMBIA RIVER
TO
PUGET SOUND!

KALAMA TO TACOMA...THE TERMINUS.
By this Route **QUICKEST TIME** and
LOWEST RATES are secured for
Passengers and Freight between
PORTLAND & COLUMBIA RIVER,
And Victoria and all other Ports, and in
intermediate Ports.

MONDAY, JAN. 5, 1874.
NEW ARRANGEMENT
Time Schedul...Condensed

NORTHWARD—Passenger at 10:30 a.m. leaving
Portland on O.R.N. Co's steamer "Albatross" for
Tacoma, N.W. coast, and Victoria, B.C. with
Stages for Olympia and other points on N.W.
M. connecting with the "Columbia" at 11 a.m.
Next Co. for all Southward.

SOUTHWARD—Leave Tacoma at 4 A.M. on
Tephin at 3:30 A.M. Steamer "Albatross" for
Portland, N.W. coast, and Victoria, B.C.

with U. S. N. Co's Steamers for Portland and later
police same day.

J. W. SPRAGUE,
General Superintendent.

CLARE T. MORRIS,
Gen'l Freight and Ticket Agent.
Kalama, Jan. 5, 1914.

The Chicago, Rock Island and
PACIFIC RAILROAD.
By Sea and Land.
The Great Central Iowa Short Line
OVERLAND ROUTE.
With its connections East and West,
is the Shortest, Quickest and Most Reliable
Route between the
East and the West.

THE ONLY ROUTE CARRYING THE THROUGH OVERLAND LETTER MAIL—making close and reliable connections with trains arriving from the West by

The Central and Union Pacific Railroads,

AND AT CHICAGO,

With all FAST EXPRESS TRAINS East, North and South.

The most elegantly furnished Parlor cars, **Star Cars** ever used on any Railroad are now being owned and run by the Central and Union Pacific Railroads and Chicago.

THE BEST TICKETS to all points East, South, West, North and Oregon can be obtained at the Oregon & California Railroad Office, Portland, Oregon. And at C. P. R. R. offices in San Francisco and Sacramento.

Be sure your Ticket reads via

Central and Union Pacific Railroads

General Passenger Agent

A. M. Williams

HUGH RIDDLE, General Supt., Chicago.
W. M. R. STEELE, Passenger Agent, San Francisco.

CASSIAR EXPRESS!

CONNECTING WITH

Wells, Fargo & Company

AT VICTORIA.

PARTIES LEAVING FOR THE CASSIAR COUNTRY and wishing to have their Letters forwarded by Express, will find a book which, to Register their Names at the office of the undersigned on VICTORIA, B. C.

The first Express will be dispatched at early date.

Letters coming to Victoria by Post or through W. F. & Co., will be called for and forwarded regularly.

147-25014 v. 211

F. J. BARNARD & CO.

CALIFORNIA

WINE AND LIQUOR DEPOT,

Front Street, between A and B,

G. TONONI & CO.,

Wholesale and Retail Dealers in

CUCAGON WINE, PORT WINE, ANGELICA

WHITE WINE, CLARET,

And other Liquors of A No. 1 quality.

Jun 24 41m

FURNITURE REPAIRED

Chairs Re-Caned,

FURNITURE VARNISHED

AND GENERAL JOBBING IN THE FURNITURE
line.
Will go out to residences to do anything in his
line and repairing specialty.
Came for sale in lots to suit. D. D. BRIGGS
Washington street, bet Third and Fourth.

THE DOUGLAS INDEPENDENTS.

Some days since we noticed the manifestation in Douglas county of a movement among the people for the purpose of bringing out candidates for office independent of party conventions. The list of names appended to the call which was copied from the *Journal* it appears, was incomplete—that is, many have signed the call who are not named. A private letter from the publisher of the *Journal* states that the movement is so general among the masses that it is now thought there will be no party nominations made either by the Democrats or Republicans. The party spirit in that section of the State has died along with the issues that gave it such great power a few years ago. It is difficult, says the writer of the letter referred to, to find a man in either party outside of the few who are now holding office at the hands of one of the parties who does not rejoice in the prospect of the ascendancy henceforth of a thoroughly independent sentiment upon political questions. And it is impossible to determine whether the movement has its most enthusiastic supporters among the Democrats or among the Republicans. The names of nearly all the most active republicans of the county are found on the call for the no-party convention, amongst which we note those of three members of the late Legislature—one Senator and two Representatives—two of whom were supporters of Mr. Mitchell for the U. S. Senate in the list of Democrats who have gone into the movement, are numbered one half of the members of the County Central Committee, which comprises one member from each precinct in the county. This indicates somewhat of the feeling that prevails in the interior on the subject of adhering to all the strict discipline of party, after all the reasons that have existed for such adherence have ceased to exist. The idea of compelling obedience of the community at large to the bidding of party, when there can be no more potent argument in its favor than merely that it is the party presumes that the community is composed mainly of fools. Who ever indulges this presumption concerning the people of Oregon, will taken to a realization of his mistake about the first Monday of June, if he should be so blind as not to perceive it before that day. Party spirit will go no farther in this election with a large majority of the voters of the State than to determine them in their choice where candidates are otherwise about equally eligible, and where there is no independent ticket in the field. Oregon and California agree in sentiment upon this subject, and Oregon will not be less emphatic than California in the declaration of her sentiment in case the least shall come. He interprets the signs of the times to little purpose who trusts still to carry elections by the magic of a party name.

ANOTHER LEAK.

Supervising Architect Mullett appears to have not the slightest idea of what economical expenditure of the public moneys may be. If Congress order the erection of a postoffice in New York, to cost \$8,000,000 and no more, with the additional provision that no money shall be spent until estimates and contracts have been made within that limit, Mr. Mullett puts up an architectural monstrosity whose length is to its height as 1 is to 8. To remedy the deformity an indulgent Congress authorizes the addition of another story. Thereupon, the Supervising Architect takes *carte blanche* and elongates or widens, or exalts until the New York postoffice represents a vacant space in the National Treasury valued at \$7,704,000. Or, if the sum of \$1,300,000 be appropriated for a postoffice at Boston and the Supervising Architect be specially prohibited by statute from expending more, he appears before the Committee on Appropriations with a demand that the limit be extended to \$2,708,000 to cover deficiencies.

A SQUABBLE IN UTAH.

Governor Woods takes the Mormon Legislature of Utah by the throat and gives them a gentle squeeze, squeezing from the dispatches published this morning. It would be very fine indeed for these defilers of all law and decency if they could entrap the Governor into joining them in a request to Congress to send a smelting committee out to Salt Lake to sift the conduct of the Federal officers while the local authorities of the polygamous community should be undergoing investigation. It is by no means unlikely there is matter enough for investigation in the doings of the Utah authorities in Utah. If there is not they still in position of enviable solitude. But the demand for such an investigation to come from the people who count the Utah Legislature is about the most refreshing exhibition of cheek we have witnessed for many a day. We hope the Governor will hold the rein with a steady hand and Congress shall see the propriety of making such provision for the enforcement of law and the preservation of good order and life and property in the Mormon Territory. When that is done and when the Mormons shall have come under the observation of the law, it will be a good thing.

AN UNFORTUNATE VESSEL.

The Spanish frigate *Impetuosa* is the victim of a most remarkable series of mishaps. When the war editors commenced to howl for an invasion of Cuba, the *Impetuosa* was lying in a dry dock at New York and growing rusty. In anticipation of some possible war the work was hastened. But just as the *Impetuosa* was ready for sea a coal barge sunk at the distance of the dock. When the command was applied for assistance he could get none because his own marines were publicly employed in putting out the barge. Then the *Impetuosa* lay helpless for something over three weeks. Finally the troublesome barge was removed and the Spanish frigate steamed into the harbor only to run afoul of another vessel and lose a good part of her rigging. After another troublesome delay the *Impetuosa* started to sea but before she had steamed half way down the harbor she ran on a mud bank and stuck there for two or three days. They say her commander was like our army in Flanders and vowed if he got out of that infernal harbor safely he would never return. He did get off and now a dispatch dated at Brooklyn New York January 30th, says:

The Spanish man *Impetuosa* has not yet left these waters. While attempting yesterday to cross the bar at Sandy Hook she struck and last night was still fast on the bar.

THE PACIFIC COAST ADVANCE.

The Pacific Coast Advance very justly translates the language quoted by the dispatch. Several days ago and purporting to be a part of Mr. Nesmith's remarks on reduction of the army. We are gratified to notice that a Washington dispatch to the San Francisco *Call* modifies the Associated Press version in their most offensive feature. We give the telegram as it appears in that paper:

—During the consideration of the Army Appropriation bill in the House today, Mr. Nesmith, of Oregon, presented against reduction of the army. He said that the reduction of the army was a mistake and that the army should be increased. He said that the army was the backbone of the country and that it should be maintained at its present strength. He said that the army was the only power that could protect the country from foreign invasion and that it should be maintained at its present strength. He said that the army was the only power that could protect the country from foreign invasion and that it should be maintained at its present strength.

THE BROOKLYN RING.

The Brooklyn Ring as it is called by the New York papers has far to rival Tammany in its thieving operations. The death of Ebelbert S. Mills and the suspension of the Brooklyn Trust Company occasioned an inquiry into the official accounts of Rodman, the defaulting Deputy Treasurer. The astounding developments which follow are fresh in the minds of our readers. This investigation has been carried into all the official records and it is now said that \$17,000 worth of bonds are missing from the Controller's office. It is said also that another defalcation of \$50,000 was discovered in the Treasurer's office. What is worse than all else there is no immediate prospect that the thieves will ever be brought to justice.

WE HEAR THAT SEVERAL FARMERS IN CLATSOP COUNTY.

Marion Linn and Lane counties are reeling from the General Land Office patents for their donation land claims. Once which the California and Oregon railroads are located. We are afraid this will lead to much embarrassment as these farmers will no doubt take steps to vindicate their rights backed, as they are by patents from the United States.

LETTERS FROM FOREST GROVE.

FOREST GROVE Feb. 5 1874.
To the Editor of the Oregonian.
In the doubtless well intended communication to the OREGONIAN from this place by Northwest, some unfortunate statements were made. One was that in which he made the Congregational Church responsible for the preaching to which the students listen from Sabbath to Sabbath. Now the Congregational Church is one of three churches in Forest Grove. Why it should be held to exclusive responsibility, I fail to see. Why have not the Methodist located here the parsonage for this church? Why have they not always sent their most eloquent preachers to Washington court? It would be of course a fine thing for the school if this should do so.

IT IS NOT PLEASANT TO HAVE A TRAVELING CROWD.

It is not pleasant to have a traveling crowd of students of city paper criticism in the streets and in the exercise of their own discretion. It is not pleasant to have a traveling crowd of students of city paper criticism in the streets and in the exercise of their own discretion. It is not pleasant to have a traveling crowd of students of city paper criticism in the streets and in the exercise of their own discretion.

ANOTHER MISTAKE.

Another mistake was a connecting link in the chain of error. It was a mistake to belong wrong because conveying broad false impression of the religious attitude of the school with respect to the students. The whole affair was an unprovoked and unjust charge to mend our ways and not to be repressive and discriminatory statement such as might be expected from a candid and reliable observer of the great and varied work that is being done in the University of Oregon.

AN IMPORTANT LETTER.

The Collector of Customs at this port has just received from the Secretary of the R. R. a circular letter which explains itself.

THE UNIVERSAL SPRING BED.

BEST IN THE STATE.
Price only Ten Dollars.
On hand and for sale at
J. K. GILL & CO.,
75 First Street.

ALL YE WHO WANT REST.

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FOR THREE PRIZES.
1st Prize—A Silver Medal, Appropriately Engraved.
2nd and 3rd Prizes will be Gold and Silver Medals.
Suits in full, including ice mail, to be sure in the rink.
LAST AND MOST EXCITING RACE OF THE SEASON.
To come one mile.
Rare to take place precisely at half past eight.

THIRD ANNIVERSARY BALL.

OF THE
German Aid Society.
TO BE GIVEN AT
ANKENY'S HALL,
MONDAY, FEB. 10, 1874.

GRAND BALL!

1862. 1874.
To be given by
PROTECTION ENGINE COMPANY, No. 1.
AT WASHINGTON GARDEN HALL.
Friday Evening, Feb. 13, 1874.
Tickets, - - - \$2.

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BRADLEY, MARSH & CO.

THE OREGON STEAMSHIP CO'S
ORIENTAL MAIL.
FRANCIS CONNOR, Commander.
Will leave Portland Warehouse and Dock Company's Wharf at Foot of Fremont for the above port
THURSDAY, FEB. 10, 1874.
At 10 o'clock P. M.
For Freight or Passage apply at the Office of the Company, Corner of Front and Main Streets.
620 W. WILSON FR. AGT.

DRY GOODS.

THE OREGON STEAMSHIP CO'S
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FRANCIS CONNOR, Commander.
Will leave Portland Warehouse and Dock Company's Wharf at Foot of Fremont for the above port
THURSDAY, FEB. 10, 1874.
At 10 o'clock P. M.
For Freight or Passage apply at the Office of the Company, Corner of Front and Main Streets.
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The Daily Oregonian
FRIDAY MORNING FEBRUARY 1914

THE SHIRAZ FAMILY'S FATE

AWFUL FIRE IN EAST SEVENTH STREET
NATION'S SHIRAZ FAMILY DESTROYED
SLOTTED AND LUNGED TO DEATH IN THEIR
LIVE HOME

From the N. Sun Jan 11
The Shiraz family, who lived at 111 East Seventh street, were killed by a fire which broke out in the early morning of Jan. 10. The fire started in the kitchen and spread rapidly, burning the house down. The family, consisting of the father, mother, and several children, were killed. The fire was caused by a gas stove which had been left burning.

These, except Mrs. Shiraz, who was very young, were killed. The fire was caused by a gas stove which had been left burning. The fire started in the kitchen and spread rapidly, burning the house down. The family, consisting of the father, mother, and several children, were killed.

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FINANCE AND COMMERCE

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Beef, Pork, Veal and Mutton
CORNED MEATS
REMOVED--ENLARGED

PORTLAND MARKET
C. M. ROHR
REMOVED

PORTLAND MARKET
C. M. ROHR
REMOVED

PORTLAND MARKET
C. M. ROHR
REMOVED

PORTLAND MARKET
C. M. ROHR
REMOVED

PORTLAND MARKET
C. M. ROHR
REMOVED

PORTLAND MARKET
C. M. ROHR
REMOVED

MEDICAL

TO THE UNFORNATE
NEW REMEDIES NEW METHOD
Dr. Gibson's Discovery
623 FARMER STREET

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